



From: Boutris, Charalambe B (FAA)
Sent: Tuesday, April 3, 2018 1:32 PM
To: [REDACTED] (FAA)
Subject: FW: CASW2920180112

Hi [REDACTED], The below e-mail is the response to the attached letter from SWA. As discussed the Supervisor/PMI supports/agrees with my concerns and shares the same values in supporting 100% the Safety Mission since he came to this office.

We will work this through the chain of command and give them an opportunity to support us in addressing the issue at hand. If it does not work out, I will ask for your help.

Thank you for your support

Bobby

From: Boutris, Charalambe B (FAA)
Sent: Tuesday, April 03, 2018 7:59 AM
To: [REDACTED] <[REDACTED]@faa.gov>; [REDACTED] <[REDACTED]@faa.gov>
Cc: [REDACTED] <[REDACTED]@faa.gov>; [REDACTED] <[REDACTED]@faa.gov>
Subject: FW: CASW2920180112

Sorry I forgot to copy you

From: Boutris, Charalambe B (FAA)
Sent: Tuesday, April 03, 2018 7:57 AM
To: [REDACTED] <[REDACTED]@wnco.com>
Cc: [REDACTED] <[REDACTED]@wnco.com>
Subject: FW: CASW2920180112

Good morning [REDACTED], our office has received the SWA response for the above stated Compliance Action.

After reviewing the response, and discussing it with the PMI, our office has several concerns and feel that they need to be addressed as soon as possible.

1. The intent of the CA letter was an official notification to SWA stating our concern with the SWA failure to comply with the requirement of notifying the PI of the intent to use AMOCs that were acquired by Maintenance providers on behalf of SWA for aircraft operated by SWA. In addition to validating our initial concern, the SWA response expended (under **SWA**

Response to Additional Findings) and now it includes non-compliance issues that SWA discovered during the AMOC records reviews to include possible remaining noncompliance issues that may be found during the ongoing AMOC records reviews of the remaining Skyline aircraft. The SWA response also references a recovery plan, however; it does not provide any procedures as to how any remaining/additional noncompliance findings will be addressed (if the affected aircraft has overflown the AMOC requirements), and how SWA is going to provide the CMO with updates as they relate to findings and immediate actions taken (weekly updates).

2. Under “**Gaps Identified and Proposed Remedies**”, Item 3, states that the process used by CAVOK to identify source documents was not validated by SWA Engineering or AD Compliance. Item 4 also echoes that the CAVOK review procedure did not include a search ----- for documents that could have potentially negative compliance in AD affected areas and as a remedy it states that CAVOK will now perform ----- . The statements in this section are concerning due to the fact that it is the Air Carrier’s Responsibility to ensure that all applicable Regulatory requirements are met regardless who does the work, and to ensure that when work is contracted out there are controls in place to ensure the Highest Level of Safety.
3. Under “**The SWA Recovery Plan (Preliminary)**” The entire section is based on what CAVOK would do and that SWA actions would be pending on the CAVOK findings. Again we are gravely concerned (please see above statements).

Do to the importance of AD requirements have in affecting Safety, we are requesting a meeting at the CMO with SWA personnel to include those with 119 responsibilities.

We are available to meet at your convenience from 0800 to 1300, April 10 to 13, 2018.

Thank you

Bobby Boutris

From: [REDACTED] (FAA)

Sent: Thursday, March 29, 2018 8:43 AM

To: Boutris, Charalambe B (FAA) [REDACTED]

Subject: CASW2920180112

Good morning Bobby, I just downloaded the attached letter from the portal and uploaded it to tracker, thanks!

[REDACTED]
Aviation Safety Assistant – Avionics
Southwest Airlines Certificate Management Office
8700 Freeport Parkway, Suite 250
Irving, Texas 75063-1929



Any comments you may have on services provided are appreciated.

Please email any feedback to:

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